

Declassified

OPNAV-N-1-SC-1408-1408 Authority: 35942 By:
Britney Crawford Date:
04-08-2014

CONFIDENTIAL

ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

CLASSIFICATION

INTELLIGENCE REPORT

(Reference to this report must specify Serial No., Place and Date.)

Serial 86-48

at San Juan, P.R.

Date 24 June

1948

From Dist. Intell. Off., LOND Monograph Index Guide No. 1001-400
(Ship, fleet, unit, district, office, station, or person) Make separate report for each main title. See O. N. I. Index Guide.

Reference --

(Directive, correspondence, previous related report, etc., if applicable)

Source INFORMANT.

(As official, personal observation, publication, press, conversation with
Identify when practicable, etc.)

Evaluation F-1

A-1 to F-0 etc.
Ref: AB/EN 3-10; SER. 4312416-17-18-42

Subject PALESTINE - POSSIBLE SALE OF SURPLUS AIRCRAFT TO.
(Nation reported on) (Main title as per Index guide) (Subtitles) (Make separate report for each title)

BRIEF. (Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, date, etc.)

Three B-17's reportedly enroute to Palestine, land at
Isla Grande airport, San Juan, Puerto Rico from Miami,
Florida for purpose of refueling on 11 June 1948.
Planes owned by CHARWIN SALES CO., Miami, Florida.
Planes departed Isla Grande early morning of 13 June
1948, destination Santa Maria, Azores.

Informant reported that between 1342 and 1555 on 11 June
1948, three B-17's, numbers NL5014N, NL5024N and NL1098W
landed at Isla Grande airport, San Juan, Puerto Rico from
Miami, Florida, for purpose of refueling.

The planes were listed under the ownership of the CHARWIN
SALES CO., 203 NE 86th St., Miami, Florida. Informant, in
conversation with Mr. Charles T. WINTERS, President of
CHARWIN SALES CO., asked the purpose of the flight and
ultimate destination, and was told that the planes had been
sold to a Mr. E. L. JOHNSON, and that before turning them
over to him, it was decided to make a survey flight. When
further questioned as to ultimate destination of planes,
Mr. WINTERS replied that when the planes arrived at the Azores
Miami.

According to informant, the CHARWIN SALES CO. had
operated a small business in San Juan, Puerto Rico until
about six months ago, and at that time the company had only
one B-17 which they utilized in carrying fresh meat and provi-
sions to San Juan, Puerto Rico from Miami, Florida and selling
same on the market at San Juan.

RECORDED - 53 12-875-510
EX-13¹- INDEXED - 53 F B H
28 JUL 27 1948

Distribution By Originator CNI; G-2 ANTILLES; A-2 RAMEY; FBI SAN JUAN; IJU
NOB TRINIDAD; CINCPAC; DIC-7ND.

Routing space below for use in O. N. I.

Op-35V

AA 74755 -

CLASSIFICATION

Op-50E

Op-32-V (2) (OAB)

ComSixthTaskFlt

32-D-4 (2)

CIA (4)

32-D-3

ID GS USA (7)

32-Y (3)

ID USAF (5)

32-F-112

SGT (4)

32-F-13

FBI

32-F-17

JOINT (5)

32-F-41

NA Cairo

SER/FIR

NA Beirut

File
2-875
30
PLEASE RETAIN OR DESTROY

ALL FBI INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 12-2-2014 BY b0267 UC/NRS/BJA/Cam

DIO-LOND Mono PALESTINE MIG 1001-400 Ser. No. 86-48.

Mr. Charles T. WINTERS, President of CHARWIN SALES CO., was employed at the Roosevelt Roads Navy project in 1942-43 as a timekeeper at a weekly salary of \$60.00. It is not known where he procured the financial backing to set up a business company and equip same with three aircraft.

The three B-17's remained at Isla Grande until early morning of 13 June, when they departed for Santa Maria, Azores. They were reported to have departed the Azores on 15 June 1948 enroute to Corsica.

Informant stated that the planes carried no cargo and were equipped with standard gas tanks. The plane turrets and bomb bays were sealed over as required by CAA regulations.

The planes all were operated under an NL number which, according to informant, forbids their being used for compensation or hire.

Fueling was done on a cash basis, each pilot paying the fuel bill for his plane.

Informant, through conversation with one of the pilots, learned that the Aerdex Co. located at the 20th St. airport, Miami, Florida, had converted one of the B-17's for use by the CHARWIN SALES CO., and that the remaining two had been flown into Miami from another point in the United States.

Informant stated that a dispatch had been sent from CAA New York to CAA San Juan, Puerto Rico which had originated from USAF, Frankfort, Germany. Said dispatch bore date and time group 212003Z June and read: "On 18 June 0120Z three B-17 landed safely at Ajaccio, Corsica."

Pilots and crew members of the three B-17's are listed below:

Plane NL5024N - Pilot, LEE, N.
Co-pilot, KILGORE, C.

Plane NL1098M - Pilot, ROTHSTEIN, H.
Co-pilot, FUCHS, B.

Plane NL5014N - Pilot, WEIDEMEYER, Robert J.
Co-pilot, BEANE, James.

Crew members:

VILDWESKY, M.
NOVICK, W.
MILLER, J.
FUELER, M.
MOORE, L.
CAREN, L.
NACHMAN, W.
NEWMAN, R.
LICHTMAN, W.
FRIEDEN, M.

It was not determined in which plane Mr. Charles T. WINTERS rode.

COMMENT: It is interesting to note that the President of CHARWIN SALES CO., Mr. Charles T. WINTERS, who according to source was having "tough sledding" with his business a few months ago, is suddenly in a position to afford the expense of three B-17's and to pay for the bills incurred on this lengthy flight.